



FACT SHEET

WYOMING LEGISLATIVE SERVICE OFFICE

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AVERAGE HIGHWAY SPENDING PER MILE

Tables 1 and 2 show the annual average amount of federal and state dollars spent per lane mile on capital outlay and regular maintenance on federal aid highways for Wyoming and surrounding states. Capital outlay, also known as highway improvements, is for highway construction projects. Regular maintenance includes surface patching and repairs, maintenance of shoulders and approaches, drainage, lane and line painting, sign repairs, damage repairs, maintaining rest areas, and other roadside maintenance.

Figures in these tables are based on data reported by individual states to the Federal Highway Administration. The tables include spending on three categories of federal aid highways:

- Interstates. *Wyoming has 3,655 interstate lane miles on I-25, I-80, and I-90.*
- Other National Highway System (NHS) includes all NHS highways except interstates. The NHS is a federally-designated system of highways that are the primary focus of federal funding. *Wyoming has 4,140 other NHS lane miles, including U.S. 191 north of Rock Springs and WYO 59 south of Gillette.*
- Other federal aid highways are highways that are not on the NHS, but are still eligible for federal aid. *Wyoming has 6,782 other federal aid lane miles; examples include U.S. 191 south of Rock Springs and WYO 59 north of Gillette.*

Spending on state highways that do not receive federal aid is *excluded* because of reporting inconsistencies.

Table 1, below, provides summary information about average highway spending per mile. As shown in this table, Wyoming's annual average spending per mile is \$22,751, which is lower than the regional average of \$25,674. Table 2, on the following pages, provides more detailed information about highway spending in other states, including the total dollar amount for each type of highway and the split between capital outlay and maintenance.

Table 1. Annual Average Capital Outlay and Maintenance Spending per Lane Mile for Federal Aid Highways, FFY 2004-2008.

| State | Interstate | Other NHS | Other Federal Aid Highways | Total |
|-------------------------|-----------------|-----------------|----------------------------|-----------------|
| Colorado | \$31,349 | \$45,359 | \$27,764 | \$33,804 |
| Idaho | \$35,859 | \$35,102 | \$25,641 | \$30,914 |
| Montana | \$17,382 | \$30,186 | \$11,291 | \$17,592 |
| Nebraska | \$36,158 | \$21,350 | \$13,282 | \$17,594 |
| South Dakota | \$31,115 | \$23,781 | \$8,051 | \$16,186 |
| Utah | \$59,856 | \$42,295 | \$30,198 | \$40,879 |
| Wyoming | \$25,266 | \$25,028 | \$20,005 | \$22,751 |
| Regional Average | \$33,855 | \$31,872 | \$19,462 | \$25,674 |

Source: LSO Research summary of Federal Highway Administration's Highway Statistics 2004-2008, compiled and calculated by WYDOT.

If you need anything further, please contact LSO Research at 777-7881.

Table 2. Annual Average Capital Outlay and Maintenance Spending for Federal Aid Highways, FFY 2004-2008.

| State | Interstate | | Other National Highway System | | Other Federal Aid Highways | | Total Federal Aid Highways | | |
|---|----------------------|-----------------------|-------------------------------|-----------------------|----------------------------|-----------------------|----------------------------|----------------------|-----------------------|
| | Spending | Average Per Lane Mile | Spending | Average Per Lane Mile | Spending | Average Per Lane Mile | Lane Miles | Spending | Average Per Lane Mile |
| Capital Outlay | | | | | | | | | |
| Colorado | \$88,159,800 | \$21,757 | \$282,177,600 | \$40,514 | \$223,635,400 | \$19,150 | 22,695 | \$593,972,800 | \$26,172 |
| Idaho | \$85,507,000 | \$34,562 | \$136,533,800 | \$33,704 | \$109,734,600 | \$19,815 | 12,063 | \$331,775,400 | \$27,504 |
| Montana | \$67,799,200 | \$14,229 | \$157,900,600 | \$27,687 | \$112,949,200 | \$10,050 | 21,707 | \$338,649,000 | \$15,601 |
| Nebraska | \$58,583,800 | \$28,887 | \$107,243,000 | \$17,192 | \$151,651,600 | \$10,706 | 22,431 | \$317,478,400 | \$14,154 |
| South Dakota | \$78,541,200 | \$28,436 | \$115,552,800 | \$21,864 | \$65,585,200 | \$6,556 | 18,051 | \$259,679,200 | \$14,386 |
| Utah | \$219,048,200 | \$52,216 | \$116,277,800 | \$37,197 | \$207,568,400 | \$26,381 | 15,189 | \$542,894,400 | \$35,743 |
| Wyoming | \$80,990,000 | \$22,159 | \$81,062,800 | \$19,580 | \$101,594,400 | \$14,980 | 14,577 | \$263,647,200 | \$18,087 |
| Average | \$96,947,029 | \$28,892 | \$142,392,629 | \$28,248 | \$138,959,829 | \$15,377 | 18,102 | \$378,299,486 | \$21,664 |
| Maintenance | | | | | | | | | |
| Colorado | \$38,868,200 | \$9,592 | \$33,747,200 | \$4,845 | \$100,591,000 | \$8,614 | 22,695 | \$173,206,400 | \$7,632 |
| Idaho | \$3,208,400 | \$1,297 | \$5,665,600 | \$1,399 | \$32,263,200 | \$5,826 | 12,063 | \$41,137,200 | \$3,410 |
| Montana | \$15,023,800 | \$3,153 | \$14,252,000 | \$2,499 | \$13,952,400 | \$1,241 | 21,707 | \$43,228,200 | \$1,991 |
| Nebraska | \$14,745,400 | \$7,271 | \$25,935,600 | \$4,158 | \$36,485,200 | \$2,576 | 22,431 | \$77,166,200 | \$3,440 |
| South Dakota | \$7,399,000 | \$2,679 | \$10,132,400 | \$1,917 | \$14,956,000 | \$1,495 | 18,051 | \$32,487,400 | \$1,800 |
| Utah | \$32,048,200 | \$7,640 | \$15,935,600 | \$5,098 | \$30,031,000 | \$3,817 | 15,189 | \$78,014,800 | \$5,136 |
| Wyoming | \$11,358,000 | \$3,108 | \$22,551,600 | \$5,447 | \$34,077,800 | \$5,025 | 14,577 | \$67,987,400 | \$4,664 |
| Average | \$17,521,571 | \$4,963 | \$18,317,143 | \$3,623 | \$37,479,514 | \$4,085 | 18,102 | \$73,318,229 | \$4,011 |
| Total Capital Outlay and Maintenance | | | | | | | | | |
| Colorado | \$127,028,000 | \$31,349 | \$315,924,800 | \$45,359 | \$324,226,400 | \$27,764 | 22,695 | \$767,179,200 | \$33,804 |
| Idaho | \$88,715,400 | \$35,859 | \$142,199,400 | \$35,102 | \$141,997,800 | \$25,641 | 12,063 | \$372,912,600 | \$30,914 |
| Montana | \$82,823,000 | \$17,382 | \$172,152,600 | \$30,186 | \$126,901,600 | \$11,291 | 21,707 | \$381,877,200 | \$17,592 |
| Nebraska | \$73,329,200 | \$36,158 | \$133,178,600 | \$21,350 | \$188,136,800 | \$13,282 | 22,431 | \$394,644,600 | \$17,594 |
| South Dakota | \$85,940,200 | \$31,115 | \$125,685,200 | \$23,781 | \$80,541,200 | \$8,051 | 18,051 | \$292,166,600 | \$16,186 |
| Utah | \$251,096,400 | \$59,856 | \$132,213,400 | \$42,295 | \$237,599,400 | \$30,198 | 15,189 | \$620,909,200 | \$40,879 |
| Wyoming | \$92,348,000 | \$25,266 | \$103,614,400 | \$25,028 | \$135,672,200 | \$20,005 | 14,577 | \$331,634,600 | \$22,751 |
| Average | \$114,468,600 | \$33,855 | \$160,709,771 | \$31,872 | \$176,439,343 | \$19,462 | 18,102 | \$451,617,714 | \$25,674 |

Source: LSO Research summary and analysis of Federal Highway Administration's Highway Statistics 2004-2008, compiled and calculated by WYDOT.